

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4854

號一廿月四年一十三精光

WEDNESDAY, MAY 24, 1905.

三拜禮

號四廿月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEWCHWANG.
HOMHAY. MUKDEN.
TIENTSIN. PORT ARTHUR.
PEKING. CHEFOU.
Kobe. DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$5,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.

CHIEF MANAGER—J. R. M. SMITH.

Hongkong—J. R. M. SMITH.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 per

cent. per annum.

Depositors may transfer at their option

balances of 100 or more to the HONGKONG AND

SHANGHAI BANKING CORPORATION. Rules may be

obtained on application.

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hongkong,
Tientsin, Tsingtau, Tsinanfu

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTOR DER DISCOUNT GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEGISMUND & Co.

Hongkong, 23rd May, 1905. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....Gold \$10,000,000
CAPITAL PAID UP.....Gold \$3,947,200
RESERVE FUND.....Gold \$3,947,200

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business,

receives Money in Current Account and ac-

cepts Fixed Deposits at Rates which may be

ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Voeux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOU. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed Deposits for 3 months.

2 1/2 " " " " " " " "

4 " " " " " " " "

5 1/2 " " " " " " " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHARE-

HOLDERS.....£800,000

RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " " " " " "

" " " " " " " "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24]

ALL SUFFERERS FROM NERVOUSNESS AND GENERAL DEBILITY SHOULD TRY OUR NERVINE PILLS.

THEY stimulate and brace up the system

and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STREAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea.)

SHANGHAI.....About 2nd June

LONDON, &c.....June 3rd, Noon

For Further Particulars, apply to

Hongkong, 20th May, 1905.

L. S. LEWIS, Acting Superintendent.

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES

"THE DOVER"

No. 8.....\$50.00 No. 9.....\$65.00

WROUGHT STEEL ENAMELLED SAUCEPANS

will not CHIP or CRACK in use

1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

TIN JELLY MOULDS.

A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS - TOILET CANS - BLOCK TIN TEA & COFFEE POTS - MILK SAUCEPANS - "GEM" ICE CREAM FREEZERS

from \$4.00 2.50 1.00 each \$2.25 & 3.00 \$6.50 10.50 12.50 16.50 EACH.

RODGERS' TABLE CUTLERY, G. ELECTRO PLATED FORKS, SPOONS, ETC.

LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of

URIC ACID such as Rheumatism and Rheumatic Gout consumers

are benefited by drinking the water, it being a perfect alkaline corrective.

It mixes well with Wines and Spirits without in any way destroying the

flavour.

Sole Agents for Hongkong:—

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 28th April, 1905. [17]

E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL

ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,

RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness.

Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.

Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SONS' ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [301]

Intimations.

Bovril is bottled energy.

In the most enervating climates BOVRIL gives vigour and nervous force.



57]



PURE AND CHEAP

California Riesling - - \$6.50 per Dozen Charts

Do. Do. - - 3.75 " " " "

Do. Hock - - 6.50 " " " "

Do. Do. - - 3.75 " " " "

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 19th May, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [39]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS—

GO TO THE

KOWLOON HOTEL.

KOW LOON

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons..... Captain H. D. Jones.
 "POWAN" 2,338 "..... " R. D. Thomas.
 "FATSHAN" 2,260 "..... " W. A. Valentine.
 "HANKOW" 2,073 "..... " C. V. Lloyd.
 "KINSHAN" 1,995 "..... " J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons..... Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons..... Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons..... Captain J. Wilcox.
 "NANNING" 569 "..... " C. D. Burchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow..... Single \$15.00. Return \$25.00.
 Canton to Tak-Hing..... Single \$12.50. Return \$21.00.
 Canton to Samshui..... Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

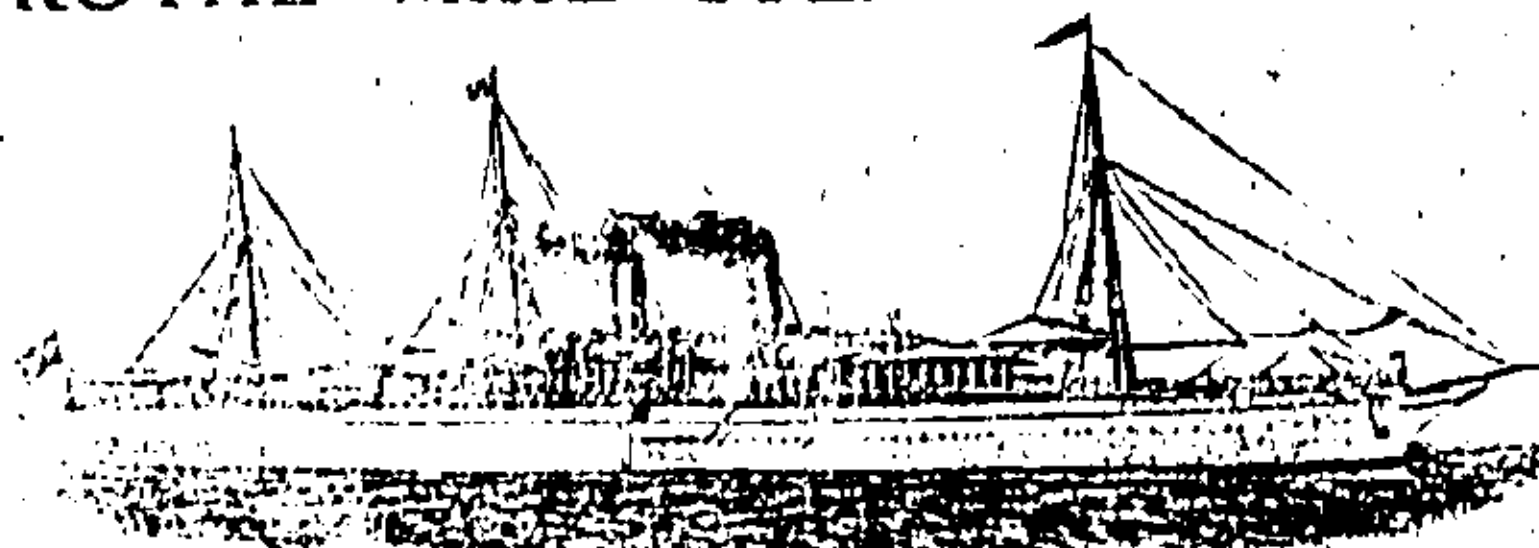
HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Biss. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong to Kongmoon (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kongmoon..... Single \$6.00.
 Hongkong to Kumchuk..... Single \$7.00.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" 6,000 Tons..... WEDNESDAY, 31st May.
 "EMPERESS OF INDIA" 6,000 "..... WEDNESDAY, 21st June.
 "TARTAR" 4,475 "..... WEDNESDAY, 5th July.
 "EMPERESS OF JAPAN" 6,000 "..... WEDNESDAY, 12th July.
 "EMPERESS OF CHINA" 6,000 "..... WEDNESDAY, 2nd August.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £65.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

PASSENGERS Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 24th May, 1905. D. E. BROWN, General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE.

OCEANIC SERVICE.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA	HAVRE and HAMBURG.	28th May.
Jaburg	(Calling at SPOR, PENANG & COLOMBO).	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG.	12th June.
von Hoff	(Calling at SPOR, PENANG & COLOMBO).	Freight.
BRISGAVIA	HAVRE and HAMBURG.	28th June.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).	Freight.
SITHONIA	HAVRE and HAMBURG.	12th July.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).	Freight.
ACILIA	HAVRE and HAMBURG.	26th July.
Albers	(Calling at SPOR, PENANG & COLOMBO).	Freight.
NUBIA	NEW YORK VIA SUEZ.	2nd June.
Habel	with liberty to call at the Malabar coast.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

Hongkong, 13th May, 1905.

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEH, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
DAVERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 7th day of June, 1905, at Noon, the Steamship "BAVERN," of the SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 5th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th June, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 6th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsess.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,327	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	WILLEHAD	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	THURSDAY, 15th May, 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DARMSTADT	WEDNESDAY, 7th June.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS

Hongkong, 24th May, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half June	JAPAN VIA SHANGHAI	First half June
TJILATJAP	JAPAN	Second half May	JAVA PORTS	Second half May
TJIMAH	JAPAN	First half June	JAVA PORTS	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 1st May, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
 7.30 a.m. to 8.00 a.m. ... Every 15 minutes.
 8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
 8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
 9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
 11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
 12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
 1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
 1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
 2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
 3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
 5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

8.45 p.m. and 9 p.m. ... Every 15 minutes.
 9.15 p.m. to 11.15 p.m. ... Every 15 minutes.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 30 minutes.
 9.00 a.m. to 10.30 a.m. ... Every 15 minutes.
 10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
 11.00 a.m. to 1.00 p.m. ... Every 15 minutes.
 1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
 1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
 2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
 3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
 5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 19th December, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION, RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

HIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lobbers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[76]

C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway	Hydraulic	A Specialty made	Examinations	On all Railway
Mining and	Sanitary	of Reinforced Concrete	Surveys	or Proposed
Engineering.		and Concrete Piles.	Reports and	Construction
			Estimates.	Works.

Hongkong, 2nd February, 1905. [208]

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

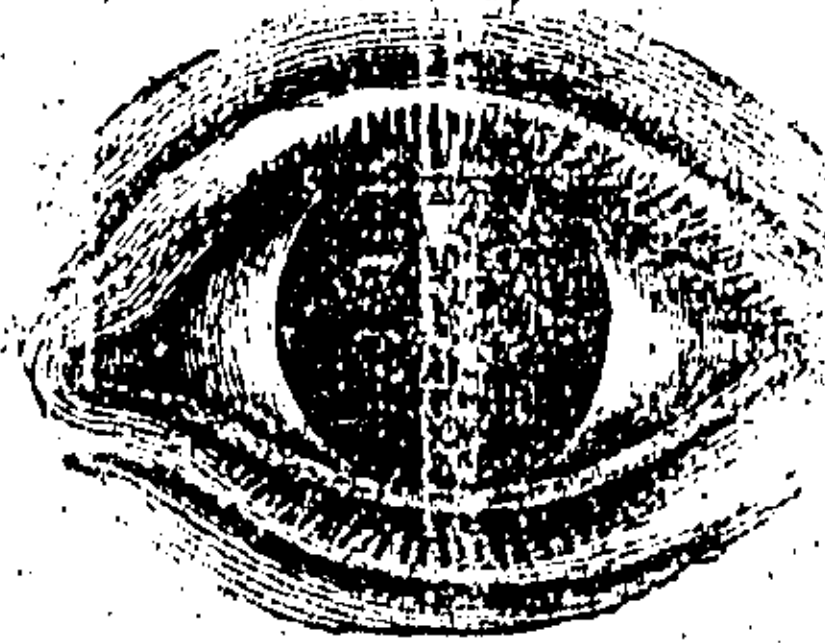
The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use.
 Destroys all smoke. Requires only one hand to hold.
 Can be used by anyone, even lady. Weight only 18 lbs. when full.
 or child. Minimum of Price, Weight and Size. Maximum of simplicity and effect.
 Hongkong, 10th May, 1905. [553]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUILAR STREET, HONGKONG.
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Beaufort Street. 566, Nanking Road
 Hongkong, 24th March, 1904. [40]

CAFE WEISMANN.

THE Public are invited to pay a visit to our new
TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON

DRAUGHT.

Entrance—

No. 1A, WYNDHAM STREET,

Hongkong, 22nd April, 1905. [46]

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
 AND COMPRADORS, COAL MERCHANTS
 AND STEVEDORES OF SIXTY
 YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
 Ballast supply from alongside at the
 shortest notice and with all possible dispatch.
 Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905. [62]

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VOEUX ROAD.

SHIPS Coaled from alongside at the shortest
 notice, and with all possible dispatch.
 Prices Moderate. Telephone No. 310.
 Hongkong, 1st October, 1904. [61]

Dentistry.

THE AMERICAN SYSTEM

OF

Intimations.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—

LADIES'
DEPARTMENT.

A LARGE
AND
VARIED STOCK
OF THE
NEWEST
DRESS
MUSLINS
AND
WASHING
FABRICS.

PRETTY
BATHING
DRESSES
AND
CAPS.

CHILDREN'S
DEPARTMENT.

NEW
WASHING
HATS.

PITH
HATS.

BOYS' & GIRLS'
SANDALS.

SUITS.

DRESSES
AND
BATHING
COS-
TUMES.

&c., &c., &c.

INSPECTION INVITED.

Wm. POWELL, Ltd.

HONGKONG

Hongkong, 22nd May, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

TO-MORROW,

the 25th May, 1905, at 10 A.M., at

H. M. NAVAL YARD,

SUNDRY NAVAL VICTUALLING,

OBsolete AND CONDEMNED STORES.

Comprising—

FIXED OVERHANGING SHEERS, complete with CHAINS and BLOCKS and capable of lifting 20 tons—Test load 30 tons, ELEC-

TRICABLE MACHINE VENTILATING

BRASS, COPPER, IRON, MANGANESE,

BROZE, PAPER, STUFF, CANVAS, FUR-

NITURE, BLANKETS, PROVISIONS,

IMPLEMENTS, &c.

Also

1,600 Yards of SERGE in Trade Lengths.

Catalogues will be issued.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 24th May, 1905.

IN THE SUPREME COURT OF

HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 95 OF 1905.

TO BE SOLD BY PUBLIC AUCTION

BY Order of the Supreme Court of Hong-

kong,

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria in the Colony of Hongkong,

TO-MORROW,

the 25th day of May, 1905, at 3 o'clock P.M., at

Messrs. HUGHES & HOUGH'S SALES ROOMS,

Des Vaux Road Central.

ALL that right of EQUITY OF REDEMPTION

IN and all those portions of Marine

Lot No. 225, which are registered in the Land

Office as Subsections Nos. 3, 4, 5 and 6 of

Section D of Marine Lot No. 225, and which

admeasurement in the whole 5,742 square feet

and are more particularly delineated on the

Plan thereof annexed to an Indenture of As-

signment dated the 31st December, 1888, and

registered in the Land Office by Memorial

No. 16,678 with the dwelling houses known

as Nos. 3, 5, 7 and 9, Tung Loi Lane, and

Nos. 10, 12, 14, and 16, New Market

Street, Victoria, aforesaid and are held from the

Crown for the Residue of a term of Nine

hundred and Ninety-nine years granted by a

Crown Lease dated the 14th day of December,

1878. Annual proportion of Crown Rent

\$100.31.

For further particulars and conditions of

sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Plaintiffs in the above

action who have the conduct of the

said Sale,

or to

Messrs. EWENS & HARTSON,

Solicitors for the Defendant LI TSUNG

PAK, otherwise known as LI PO

LUN, the Defendant in the said

Action,

or to

Messrs. HUGHES & HOUGH,

Government Auctioneers.

Dated the 24th day of May, 1905.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have

been instructed to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 5th June, 1905, at 2.30 o'clock in the after-

noon, at their Auction Room, No. 8, Des

Vaux Road (corner of Ice House Street)

THE

VALUABLE LEASEHOLD PROPERTY,

which is intended to be registered in the

Land Office as

SUBSECTION 1 OF SECTION N OF MARINE LOT

NUMBER SEVENTY-ONE, IN ONE LOT.

This Property comprises Nos. 85, 86, 88, & 90,

Ko Shing Street, Victoria, Hongkong.

Particulars and Conditions of Sale may be

obtained from the Vendor's Solicitors,

Messrs. DEACON, LOOKER & DEACON,

1, Des Vaux Road Central,

and also from the Auctioneers.

Hongkong, 22nd May, 1905.

1593

Notice of Firm.

THE Interest and Responsibility of Mr.

HART BUCK in our Firm CEASED on

the 1st May, 1905.

JOHN D. HUMPHREYS & SON.

Hongkong, 17th May, 1905.

1569

A WONDERFUL DISCOVERY.

This is the age of research and experiment, and

an all-time, so to speak, is marked by the scientific

method of the comfort and happiness of man. Science has

indeed made great strides during the past century, and

among the by no means least important

discoveries in medicine comes that of "Therapion,"

particular of which will be found in another

column. This preparation is unquestionably one

of the most valuable and reliable of all medicines

ever introduced, and has been used in the

continent of Europe for many years, and is

now being introduced into the Colonies, and is

being used in the treatment of many of the

most serious diseases, and is being used in the

treatment of many of the most serious diseases,

and is being used in the treatment of many of

the most serious diseases, and is being used in

the treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

used in the treatment of many of the most

serious diseases, and is being used in the

treatment of many of the most serious

diseases, and is being used in the treatment of

many of the most serious diseases, and is being

</

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended
as high-class Wines of superior quality.

- B. SUPERIOR PALE DRY, Dinner
Wine, Green Seal Capsule \$12.00
- C. MANZANILLA, PALE NATU-
RAL SHERRY, White Capsule 13.50
- CC. SUPERIOR OLD PALE
DRY, NATURAL SHERRY,
Red Seal Capsule 16.00
- D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule 18.00
- E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest Qual-
ity (old bottled), Black Seal
Capsule 27.00
- "B" AND "E" ARE FAVOURITE
WINES ALL OVER THE FAR EAST,
AND ARE SPECIALLY RECOM-
MENDED.

A. S. WATSON & Co.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 24th May, 1905.

Gregorio

**WINE
AND
SPIRIT MERCHANTS,**
HONGKONG,
34, QUEEN'S ROAD CENTRAL,
FIRST FLOOR,
(Wm. Powell & Co's old premises).

AFTER-DINNER LIQUEURS.

- per dozen.
- Peppermint \$29.80
- Creme de Menthe glaciale 29.80
- Curacao, Red, White or Green 29.80
- Apricot Brandy 36.20
- Creme Cacao Chouao 29.80
- and 20 other varieties of French Liqueurs
from Messrs. Marie Brizard and Roger of
Bordeaux.

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 9th December, 1904.

BIRTHS.

On 1st April, at Papar Residency, (U.N.
Borneo) the wife of R.G.L. HORTON, District
Officer, South Borneo, of a daughter.
On 15th April, at "Scramble House" Sanda-
kan, the wife of P. BRITAO, Batu Puteh Estate,
of a son.

MARRIAGES.

On 10th May, A.G. VANSOLINA, Coal Point,
Labuan, to Miss DAISY CROSS, of Singapore.
On 17th May, at the Cathedral of "The Good
Shepherd," Singapore Mr. J. L. GABRIEL, to
Miss A. E. EBER, eldest daughter of Mr. S. J.
Eber, of Singapore.

At St. Andrew's Cathedral, Singapore, on
May 18th, by the Rev. H. C. Izard, A. R.
CHAMBERLAIN, Chief Officer of the Sea, Atten-
to EVELYN DAVIES.

DEATH.

On 15th May, at 11, Selegie Road, Singa-
pore, Miss JUDITH LECHESTER, of heart failure.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 24, 1905.

THE YOUTH OF THE COLONY.

A high ideal was submitted to the pupils
of Kowloon School by His Excellency the
Governor this morning, on the occasion of
the distribution of prizes to the successful
scholars. It is so easy to enunciate com-
fortable maxims that the majority of people
nowadays are inclined to take them for
granted, and go along in the ways they have
adopted. But it is in the school-room that
habits are formed, and if crooked methods
of thinking are allowed to prevail the result
is bound to appear in after-life. His Excel-
lency warned the scholars against the in-
clination to be lazy; in other words, to con-
quer that feeling, which comes to everyone
who lives in a tropical climate—the feeling
known as "letting things slide." But while
there is no difficulty in describing what
should not be done, it is not given to many
to show how the instincts of the natural man
can be properly kept in subordination. It is
all very well to talk about "energy, discipline
and self-sacrifice," but comparatively few
are born with the desire to repress their
innate promptings to take life easily and
to trust in a bountiful providence. The
exception who throws himself body and
soul into the work at his hand has many
encomiums, but few imitators. Crowds
throng to a football match to watch a few
players, but if it were suggested that the
crowds should themselves play the game
instead of acting the part of passive on-
lookers, the proposal would be laughed out
of court. In the same way, there are thou-
sands to praise the energetic individual,
although the very people who are loudest
in laudation would be the last to follow the
example they pretend to appreciate. It
would seem, indeed, that the vast majority
are content to remain spectators; the laziness
or dreamy content of Omar Khayyam
has come down through the ages, and it
permeates the blood of the present genera-
tion. The very few who manage to shake
off that lassitude are the subjects of admi-
ration, and are held up as shining lights—but
there it ends. And even the successful
man, who by leading the strenuous life has
reached a certain pinnacle of satisfaction, is
often assailed by the doubt whether it is
worth while after all. Of course, those
who stand by and watch the game can
tell that it is worth while, even
though they fail to benefit by what they
see. The question is whether even at
school it is possible to instil ideas of
"energy, discipline and self-sacrifice" that
will last through life. It is customary at
the present time to leave far too much to
the school. Parents seem to think that the
greatest part of their duty is finished when
the boys are bundled off to the schoolroom;
and lamentations are frequently heard when
a holiday is given to the pupils. After all,
the school is a training ground for the in-
tellect rather than the heart, and although
the virtues of energy and push may eventu-
ally be guided by the intellect they do not
originate spring from the mind, but from in-
clination, precept and example. It is in fact,
in the home rather than in the school that
the leading factors which will determine the
child's career are to be found. In the East,
so much is left to the native nurses and ser-
vants that it is not strange if children of
European parents lose to a certain extent
the virility and dash of those reared under a
colder climate. The faults of laziness and
weakness are really the faults of the climate,
and while it may be possible to eradicate
them by strict treatment in the school-
room the tendency to go slow is apt to
remain. The secret of success in inspiring
youth with noble ideals is to fire the mind
with a healthy desire to excel—in other words
to foster competition, which, in life, as in
business, leads to the heights. A few may
fall and falter, but once the competitive
spirit is acquired they will require but little
help to struggle over the rocky ground. The
address by His Excellency comes at an op-
portunity time, for, while the principles he
laid down may be described every day of the
year by the teacher, they fall by repetition,
but coming from the Governor they gain new
force and meaning, and if only some stray
sentence clings to the youthful minds which
listened to His Excellency to-day, the ad-
dress will have done a great deal of good to
the Colony and the Empire.

LOCAL AND GENERAL.

The English and German mails of the 22nd
and 23rd ult., were delivered in London on
20th and 21st inst., respectively.

To-day being "Empire," or "Victoria," Day,
the Magistracy was closed, innkeepers being
held over to appear before their Worship to-
morrow.

A TELEGRAM from Peking, states that the
French Minister at Peking is anxious to
arrange a loan of 10,000,000 taels to the Chi-
nese Government for the construction of a rail-
way from Liuchao to Kailin, in Kwangsi
province.

The Electric Tramways will soon be an ac-
complished fact in Singapore, and the tests are
being continued daily, to the great but waning
delight of the residents and passengers along
the Serangoon Road line, remarks the *Strait
Times*.

The mint at Tientsin is coining a new
pattern brass 1 cash piece now. The *P. and T.
Times* was in hopes that nothing less than a
5 cash coin would be permitted in the near
future, but what with a special dollar for each
province the Chinese currency is getting into a
more hopeless muddle than ever.

As a sign of the terrible scarcity of drinking
water in Bangkok just now a local paper men-
tions that the British Legation Authorities
have been compelled to make use of their con-
densing plant, which stands by the side of the
Minister's Residence. It pumps water up from
the Menam and disills it into a big iron tank
with a capacity of 4,000 gallons.

A copy of a book of Travel in German, de-
scribing a journey in the land of the Black
Flags (Upper Tonquin) in 1899, by Franz Born-
mann has been issued. The "Black Flags" is
the title given by the French to the native
banditti who live between Yunnan province
and the Song-ka river delta. They are now
under French rule. The author found them
rough customers to deal with, but was well
received by them. The Black Flag Chief pro-
vided some tutoring of prisoners, with a view
to amusing the foreign guests. The foreign
guests could not stand it, rushed to their horses
and fled away. The Black Flag Chief, how-
ever did not resent the discourtesy, but sent
kindly messages to them. Mr. Bornmann
found the Black Flags to be not so dark as
they had been painted and gives a graphic ac-
count of his life among them.

CHINA'S ENORMOUS COPPER
CONTRACT.

New York, April 24.—The enormous con-
tracts for copper to be shipped to China,
between 40,000 and 50,000 tons, are attracting
much attention among interests identified with
Far Eastern trade generally, says the *Journal
of Commerce*. While there is no question but
that a considerable amount of this copper is
for minting purposes and for the replacing of
1 cash with 5, 10 and 20 cash pieces in accor-
dance with the present movement in currency
throughout the various Chinese provinces, there
is a very distinct feeling that no inconsiderable
amount of copper that has been ordered is find-
ing and will find other fields of usefulness.
The Russo-Japanese war, it is argued, is the
natural field into which to look for an explana-
tion, and the belief was expressed by a number
of Far Eastern interests yesterday that these
exports are in some way connected with the
eastern conflict. A suggestion hazarded by
one of the largest Far Eastern interests in this
city, was that the enforced activity of the
Chinese mints was due to the exportation
from China of the old copper coins for the
conversion of the copper metal contained in
them into war material, possibly as cartridges
or electric appliances of one form or another.
On no other hypothesis it is urged are the
sudden bursts of activity in minting and the
enormous contracts for copper that had been
placed in this country explainable.

ARMS FOR THE SECOND AND
THIRD DIVISIONS.

Not long since we referred to an order for
arms for the second and third divisions of
the new army which had been placed by the Vi-
ceroys with certain German firms here, and we
are now able to give the details of the order as
memorialised to the Throne by H.E. The
arms and ammunition for the 1st division were
ordered from Japan and the subsequent orders
would have been so likewise, as the articles
were in every way satisfactory. But owing to
the war the Japanese have been unable to take
any orders, or at least to fill them in time so
the Viceroy was compelled, as he explains, to
place the present order with German firms.
The following is a complete list of arms order-
ed and the firms with whom the orders are
placed.

Arnhold, Karberg & Co.—Mauser rifles with
bayonets for infantry, 5,130 pieces, Tientsin
Tls. 95,418.

Arnhold, Karberg & Co.—Smokeless car-
tridges, 5,000; 03 rounds, Tientsin Tls. 203,500.

Schultz & Co.—Mauser rifles with bayonets
for infantry, 10,000 pieces, Tientsin Tls. 186,000.

Schultz & Co.—Smokeless cartridges, 5,000; 03
rounds, Tientsin Tls. 203,000.

Mandl & Co.—Krupp's new field guns with
fittings, 6 pieces, 276,371 marks. Shells, 600
pieces, Tientsin Tls. 104,000.

Mandl & Co.—Krupp's new field guns with
only carriages, 66 pieces, 3,875,689 marks.
Shells, 39,600 pieces, Tientsin Tls. 1,390,000.

Two Chinese firms—Leather cartridge cases,
15,130 sets, Tientsin Tls. 30,096.

Ordnance Department—Leather oiler cases
for rifle, Tientsin Tls. 223.

Out of the 72 Krupp guns, only six are to be
delivered complete with all accessories, as the
remainder it is said can be done more cheaply
here. Whether they can be done as well, is
another matter. The total cost of the order is
Tls. 2,197,100, but a further order will be neces-
sary for these two divisions as soon as the funds
can be raised. The present payment is made.
Tls. 2,000,000 from the Board of Revenue and
Tls. 137,100 will be made up by a loan from
native merchants.—*P. & T. Times*.

THE BALIO FLEETS.

The *s.s. Flume*, which arrived to-day, in bal-
last, from Saigon, reports that when she left
there were about 30 transports in Saigon River.
They were of various nationalities, but chiefly
Russian and Norwegian.

MYSTERIOUS CRUISER OF SINGAPORE.

Capt. H. Winne of the *s.s. Sumatra*, which
arrived at Singapore on 19th inst., from Deli,
reports that at 4.30 the previous morning his
ship was stopped by a small white cruiser with
one yellow funnel and two masts. This was
in lat. 3° 20' N. and Long. 100° 9' E. The
Sumatra bore down towards the cruiser which
then steamed away in a N.W. direction. The
nationality of this mysterious warship is un-
known. The description of this cruiser would
answer that of the small German cruiser *Sper-
ber* which left Singapore the other day ostensi-
bly bound for German West Africa.

FRANCE'S ENDEAVOURS TO MAINTAIN
NEUTRALITY.

The *Kokumin* publishes an article on
France's recent action in protection of her
neutrality, in the course of which it gives what
purports to be a summary of a remonstrance
addressed to the French authorities by Admiral
Rojestvensky when he was ordered to leave
French waters. We do not know from what
source the *Kokumin* obtained this information,
but we give our Japanese contemporary's state-
ments, as follows, for what they may be worth.
—It is thought in some quarters that in spite
of France's emphatic assurances she cannot be
relied upon to maintain her neutrality; but we
cannot believe that she would be so foolish as to
risk her national welfare for the sake of de-
feated Russia. When, under the instructions of
the home authorities, the Governor of Indo-
China requested the Baltic Fleet to leave
French waters, Admiral Rojestvensky answered
to the following effect:—"France has hitherto
been acting under the neutrality regulations
which were in force at the time of the
American-Spanish war. No exception was
taken to these regulations by either the United
States or Spain. Moreover, both Japan and
Russia have acknowledged that these regula-
tions can be justly used by France during the
present war. By the provisions of the rules
retained by war prizes, may stay at any French
port for an indefinite period. The present
French demand is therefore very unjust." Ne-
vertheless, proceeds the *Kokumin*, the French
authorities at Indo-China compelled the
Russian Fleet to leave the port. Our
Japanese contemporary then goes on to criti-
cise the resolution passed by the French ports in Indo-
China to the effect that the French ports in Indo-
China should be considered as belligerent
areas, and that Great Britain should be asked
to take action. The *Kokumin* severely con-
demns the *Kenset Hono* for putting forward
such proposals, and declares that a perusal of
the Anglo-French Treaty should suffice to
show that Great Britain could not, under its
terms, be asked to take active measures
against French ports under existing conditions.

FORMIDABLE BATTLESHIPS
FOR RUSSIA.

St. Petersburg, April 27.—The visit of Char-
les M. Schwab to St. Petersburg has resulted
in the practical conclusion of an arrangement
for the construction of a number of formidable
line-of-battleships, of a type which will proba-
bly startle the world. The details of the con-
struction of the vessels remain to be worked out,
but in addition to those which will be built
in the United States, it is quite likely that a
yard will be constructed at a Baltic port, to be
manned by Russian workmen, but under
American engineering and mechanical super-
visors, the Russian admiralty being extremely
anxious to utilise the rehabilitation of the navy
for the encouragement of the shipbuilding
industry at home, in order to eventually render
the country independent of foreign yards.

The admiralty has accepted Mr. Schwab's
propositions strictly on their merits, he having
convinced the authorities that he can produce
for Russia, warships vastly superior to anything
now afloat or at present projected by any other
government. They will be

MONSTER 16,000-TON VESSELS,
of enormous horse-power and a peculiar type,
combining the projectile-resisting power of the
battleship with the speed and wide radius
action of the cruisers. They will be delivered
fully equipped as to arms and ordnance.

The remarkable advance in naval architec-
ture and construction which these American-
built ships will mark, is a well-guarded secret,
but it is believed that it will involve the use
of nickel steel of greater tensile strength, which
in machinery, boilers, frames, etc., will give
greater power with decreased weight.

Mr. Schwab guarantees to create vessels
with 20 per cent. higher efficiency than any
not at the ships will be built by the Bethlehem
Company, as the time for delivery is a factor;
Russian desiring that the ships be turned over
as early as possible. While the Bethlehem
Company will supply the armour and ordnance,
other American yards, therefore, will profit in
the construction of the hulls. This is also in
accordance with the wish of the admiralty, the
Russian authorities in placing such a large
contract having no desire to arouse hostility
among the rival commercial interests in
America, the aim being not only to take ad-
vantage of American genius in building up the
Russian navy, but distinctly to cultivate closer
commercial relations between the two coun-
tries.

It is understood that no arrangements have
as yet been concluded with French or German
builders for the ships which will be construct-
ed in those countries.

The anti-cigarette laws recently passed in In-
diana have had an immediate effect. Alvin,
a boy, the youth of the State has given up
its cigarette-case, and now, we read, smoked
nothing but big black cigars.

"EMPIRE DAY" AT KOWLOON
SCHOOL.

H.E. THE GOVERNOR ATTENDS.

At ten o'clock this morning, His Excellency
the Governor, Sir Matthew Nathan, accom-
panied by Mr. R. A. B. Popsonby, Private
Secretary, visited the Kowloon School, and pre-
sented the prizes to the successful scholars. The
rooms had been very tastefully decorated with
flowers, palms and bunting, and a standard was
raised behind the chair occupied by His Excel-
lency, so that, with the children, all in spotless
white, a pretty picture was presented to the
visitors. As His Excellency entered the
children rose and sang the first stanza of
the National Anthem, after which the names
of the prize-winners were called out by Mr.
James, His Excellency presenting the awards
to the scholars as they approached his table
and addressing a few congratulatory remarks to
each.

PRIZE LIST.

H. E. presented the prizes as follows:

UPPER SCHOOL.

Form IV:—Form Prize, G. Hume; Scrip-
ture, J. Cowan; English and Mathematics, G.
Hume; and Needlework, E. Parker.

Form III:—Form, Scripture, English, and
Mathematics prizes, L. Vanstone; Special
prize, A. Macdonald; and Special prize, V.
Cowan.

Form II:—Form and English prizes, A.
Martin; Scripture and Mathematics prizes, L.
Neave.

Form I:—Form, English, and Scripture
prizes, A. Christensen; Special and Needlework
prizes, E. Packham; and Special, L. Logan.

LOWER SCHOOL.

Class I:—Conduct, Needlework and Writing
(2nd prize), Mary Wilson; Arithmetic and
Writing prizes, George Focken; Reading and
Scripture prizes, Phyllis Newton; Grammar
and Recitation and Regular Attendance prizes,
J. McGlashan; Drawing prize, Donald Logan;
History prize, Henry Stewart; Reading (2nd
prize), Eva Packham; Spelling and Dictation,
prize, E. G. Macdonald; Arithmetic (2nd) prize,
A. Kinross.

Class II:—Conduct, Needlework, and Writing
prizes, R. Langley; Arithmetic, L. Frampton;
Reading and Recitation, Jessie Craig; Spelling
and Dictation, Nellie Vanstone; General Im-
provement, Mollie Neave; Arithmetic (2nd)
A. Robertson; Reading, J. Robertson; and
Special, L. Cowan.

Infant Class:—Conduct and Recitation prizes,
Enid Craig; Arithmetic and Writing prizes, A.
Galt; Scripture and Reading prizes, T. Martin.
The prizes had been given by the Hon.
Mr. W. J. Gresson, the Hon. Mr. Shewan, Mr.
J. R. M. Smith and the directors of the Hong-
kong and Whampoa Dock Company.

The prizes all presented the children rose
and sang "The Flag of Britain," of which the
refrain

"We salute thee, and we pray
Bless, oh God, our land to-day,"

was a signal for the children to come promptly
to the salute, and bow their heads at the
words "and we pray," which, so smartly done,
had a very pleasing effect. A marked feature
among the prize winning was the number
of awards carried off by individual children,
as in the case of L. Vanstone who secured no
less than four, and Mary Wilson, G. Hume, A.
Christensen and R. Langley, who each carried
off three, which spoke volumes for their ap-
plication to their school duties.

HIS EXCELLENCY'S SPEECH.

His Excellency then addressed the pupils,
as follows:—Children,—I shall not keep you
long, as to-day is a holiday, and it is right that
you should go away from school to enjoy it.
The reason for this holiday is the anniversary
of the birthday of Queen Victoria, who during
over 60 years that she governed the British
Empire, set a brilliant example to all her sub-
jects of how to serve it. She served it by living
for it in the best way, and devoting herself to
its highest interests. In private, as well as in
public, life she did what was right. Very few
persons in this world are born to high positions,
and to most of us is not given the power to do
great deeds; but it is all of us to do our duty,
to conquer inclinations to be lazy, rebellious,
and selfish, and to aim at energy, discipline,
and self-sacrifice. It is these qualities that
make and preserve an empire. It has
been said that the child is the father of the
man, meaning that in youth the qualities
required that take a man or woman through
life. If you do not acquire good qualities as
school-boys and school-girls, you will not have
them after you are grown up. If therefore, you
wish to make it a fact of the future as well as
a recollection of the past, you will work at your
lessons, obey your teachers and parents, and
do always what you know in your consciences to
be right. Each time you do what you dislike be-
cause you know it is right, and refrain from do-
ing what you like because you know it is wrong,
you add to the strength of your own character,
and you do a service to the Empire, for the
greatness of a nation does not depend upon its
size, the number of its inhabitants, or its wealth;
it comes from the physical, the mental, and
most of all, the moral strength of its people.

After the speech, as His Excellency left the
room, the children sang the National Anthem
the Governor subsequently telling the scholars
to run away and enjoy a pleasant holiday. He
then adjourned with Mr. James to inspect the
school buildings.

A LITTLE dust has been raised in Penang by
the holding of a paper-chase on Sunday, which
was well attended. It was the birthday of
Miss Nelly Harston and the majority of the
participants were Circus people, who ought to
have a chance to enjoy the bright sunshine on
horiscope on the only day of the week they are
free, says our correspondent. Now the storm
is being turned on Sunday Golf, Sunday water
polo, and Sunday shooting. Will Penang get
any "forerider" with all its discussion? asks the
S. P. Press.

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.THE MYSTERIOUS PRESS
BOAT.

ANCHORS OFF MACAO.

AND CHANGES HER COLOUR.

AUTHORITIES REGARD HER WITH
SUSPICION.

[From Our Special Correspondent.]

Macao, 24th May,

8.0 p.m.

The *s.s. Caville*, formerly known
as the *Wichang*, which is said to
have been chartered in Shanghai by
newspaper correspondents, has arrived
from Tsingtau.

She anchored yesterday evening
midway between Kiakiang Point, in
the Island of Typa, and the Island of
Chung-chao, at the mouth of the
Canton River.

It was noticed that on arrival the
steamer was painted black, but since
last evening this colour has been
changed to a coat of grey.

It is alleged that the object of the
visit to this neighbourhood is for the
purpose of obtaining provisions.

The authorities here are viewing
the ship with suspicion and are
keeping her under surveillance.

THE JUNKS OFF FUNGKAI.

REPORT CONFIRMED.

The steamer *Hoiching*, which has
arrived here from Kwang-chow-wun,
confirms the report concerning the
movements of a large fleet of deeply-
laden junks lying hove to off the coast
in the vicinity of St. Johns.

On Sunday last she passed a fleet
of some 200 off Fungkai.

NAVAL NOTES.

The British battleship *Glory* and the cruiser
Hogue left for Mirs Bay this morning.

H.M.S. *Albion* went out on a steam trial
this morning and returned to port at two
o'clock this afternoon.

SELLING LIQUOR ON H.M.S. "AMPHITRITE."
At Singapore the other morning, a Chinaman
who was temporarily employed as third cook
on board H.M.S. *Amphitrite* was arraigned be-
fore Mr. Ross for having taken spirits on board
the *Amphitrite*, and for selling thereon with-
out a licence. He was convicted of selling
liquor on board, and fined \$25, in default a
month. Lieut. Harbord watched the case for
the Naval authorities.

FATALITY ON THE "DIADDEM."
At Singapore on the 15th inst. an inquest
was held on the body of Gunner S. J. Mc-
Connell, of H.M.S. *Suffey*. The deceased had,
with others, on the 10th inst., paid a visit to
some friends on H.M.S. *Diadem*. When about
to leave and standing at the head of the gang-
way, he seemed to slip as he made a move to
descend. As he fell he made an effort to re-
cover himself, but failed and toppled over,
coming to the foot of the ladder head foremost.
He was at once placed in the launch alongside.
Lieut. Falconer, who was on duty at the
moment, went down to the launch and perceiv-
ing that the deceased was much hurt had him
taken on board.—The Coroner found that death
was due to cerebral hemorrhage, probably
caused by the fall.

THE CHINA SQUADRON.
H.M. cruiser *Fox* of the East Indian Squa-
dron, which arrived in Colombo from the
Persian Gulf some time ago, has received tele-
graphic news to put to sea at once. This, says
the *Ceylon Observer*, could not be done as
about 130 of her crew along with a few Officers
were at Diyatalawa undergoing field training.
They were summoned by telegraph and returned
by special train. Two of the men, deserted at
Diyatalawa. This caused the *Fox* to remain in
harbour till the men were brought back handcuf-
fed by an escort. The *Fox* having taken a good
supply of coal, then put to sea. She goes on
to Aden to bring 6 torpedo-destroyers from that
station and will there meet the *Porpoise* and
come back to Colombo, reaching there before
the end of the month. From Colombo the *Fox*,
the *Porpoise* and the torpedo-boats will go
on to Singapore.

SHIPPING AND MAILS.

MAILS DUE.

French (*Calendrier*) 29th inst.
German (*Prinz Segismund*) 29th inst.
American (*Korea*) 29th inst.
Indian (*Nansang*) 5th prox.
German (*Willehad*) 5th prox.

The O. S. S. Co. & C. M. S. N. Co.'s *s.s.
Glucius* left Singapore yesterday, and may be
expected here on 25th inst.

The Imperial German Mail *s.s. Prinz Bittel
Friedrich* which left here on 20th ult., arrived
at Genoa on Monday at 6 a.m.

The Imperial German Mail *s.s. Prinz Segis-
mund* left Kobe via Moji on Monday at 2 p.m.,
and may be expected here on 29th inst.

TELEGRAM.

[Reuter's.]

The Japanese House Tax.

DECISION AGAINST JAPAN.

LONDON, 22nd May.

The Japanese House Tax award has been given against Japan. It is declared that the treaties and agreements submitted to the tribunal, exempt both lands in foreign concessions, of which the Government has granted perpetual leases, and the existing and future buildings, thereon, from all imposts and liabilities not specified in the leases.

Dr. Motono has recorded his dissent.

"HON." AND "HONBLE."

A home paper says:—Prime Day was observed in London on 19th inst. in cold, showery weather. The Peacock statue in Parliament square was decorated with wreaths in which primroses predominated. Mr. E. R. Bellios, C.M.G., formerly of Hongkong, furnished, as usual, a striking memorial to the late Earl of whose virtues he has thus far after years expressed his admiration. At Highbury, there were a number of floral decorations both on the grave and in the church. Without the chance of a magnificent tribute was placed in the seat formerly occupied by Lord Beaconsfield, immediately under the handsome memorial erected to his memory by the late Queen Victoria. The emblem was in the shape of a cross and a lamp, and attached to it was a card with the inscription: "Peace with Honour." In memory of the Right Hon. the Earl of Beaconsfield, K.G.; died April 19, 1881.—From the Hon. E. R. Bellios, C.M.G., Hongkong.

With regard to the above it is not clear why the estimable Mr. Bellios (who was years ago an unofficial member of Council in Hongkong) should use, or permit any one to use in his behalf, the style of "Hon." The style of "Honble." is accorded to members of Colonial Executive and Legislative Councils, but only so long as they are on duty on the spot. A member of Council on leave does not carry the "Honble." with him any later than the day he goes on leave and his successor or locum tenens takes over his duties. Thus Mr. F. G. Penny, Colonial Secretary, is not just now the Honble. F. G. Penny while at home on leave. It is the Colonial Secretary, or his locum tenens that is the Honble. Although in India Civilian Members of the Council when present in India are styled "The Hon. Mr. Jones or Smith" (not the Hon. John Jones) it is in practice usual to limit "Hon." to sons of peers, as a permanent qualification of family rank, as opposed to the mere local and temporary "Honble." of Colonial Office. Tradition relates that once in some Crown Colony, perhaps West India, not only did a Colonial Commissioner, or something of that kind, put on his cards while on leave at home, "The Hon. Theodore Fitzgibbon," or words to that effect, but his wife adopted the style "The Hon. Mrs. Fitzgibbon." Even Governors, on leave, or retired, do not claim to be called "His Excellency" outside the confines of the Colony in which they serve.—S. F. Pratt.

AN UNSINKABLE LINER.

CUNARD STEAMER'S SAFETY BULKHEAD DOORS.

The steamship *Caronia* which in March last had just completed her first round trip between the Mersey and New York, is claimed to be the first British unsinkable liner.

This is due to the fact that the vessel is the initial Atlantic steamer owned in Great Britain to be fitted with the Stone-Lloyd system of safety bulkhead doors. On the upper bridge, amidst a formidable array of telegraph, telephone, and navigation instruments, is a small brass dial, to which is attached a handle. By the movement of the latter the whole of the twenty-five safety doors below or near the water-line of the ship can be closed in fifteen seconds, thereby dividing the ship into a series of hermetically sealed spaces. Each door weighs six hundredweight, and the hydraulic pressure behind when in operation is three and a half tons, so that should any obstacle, such as coal at the entrance to the bunkers, get in one of the apertures, the descending door forces its way through. Before the lever can be worked on the bridge, however, a smaller handle has to be operated to release the larger one, and by this preliminary movement loud-sounding electric bells are set in motion to give warning that the doors are about to be closed. Should this be accomplished and any of the crew be imprisoned, a handle is placed close to the doors on either side of the bulkhead, by means of pressing which the door can be re-opened and the men or men escape. Immediately pressure is removed from the handle, the door automatically closes again. There is also on the bridge a contrivance which indicates when the doors are closed and when they are re-opened to allow of anyone to escape.

The Stone-Lloyd system has been adopted on ships belonging to the Norddeutscher Lloyd and Hamburg-American Companies, and the Compagnie Generale Transatlantique as well as the new troopship *Daferin*, belonging to the Indian Government, and recently in Hongkong, while the Cunard turbine liner *Cornwall* is also to be fitted.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 24th at 11.55 a.m. The barometer has fallen over N. China, and risen in E. Japan. Pressure appears to be low over Central China. It is highest between the E. coast of China and W. Japan. Gradients continue slight, and moderate SE. winds may be expected in the Formosa Channel, and moderate S. winds over the N. part of the China Sea. Forecast:—moderate S. winds; fair to squally and showery.

SHIPPING INTELLIGENCE.

The German steamer *Banca* arrived at Singapore from Hamburg on the 19th inst., with a general cargo consigned to Hongkong. The *Banca* has a fire 65-foot steam launch on her deck, but according to the *S. F. Press* the Captain declares he does not know to whom the launch is consigned. The *Banca* comes to Hongkong "for orders."

SEAPORT TONNAGE.

"Dun's International Review" a monthly journal published in New York and largely circulated, contains in the April number an interesting article on New York, in its "World's Great Seaports" series. On the subject of "Tonnage as a measure of port activity," there appears the following:—

Comparative statistics designed to indicate the relative importance of the world's foremost seaports are entirely misleading, unless accompanied by many qualifying statements. Not only the port authorities of different countries report regarding the movements of commerce upon different principles, but the movements themselves vary widely in character in different ports. Thus, London is primarily a terminal port, and all of the tonnage entering or clearing there contributes directly to the city's maritime and commercial activities. Plymouth, on the other hand, is merely a port of call, and even if the aggregate number of arriving and departing steamships gives a great total in the tonnage records of the port the figures are misleading, as there has been little actual port movement except in passengers and passengers' baggage. London, again, is a port of final destination and distribution. A large part of the imports arriving there are stored in warehouses or go into the hands of local distributors, thus resulting in an enormous volume of commercial activity. Many ports, however, are mere junction points between the ships and the railway cars—merchandise is transferred by machinery from one to the other at top speed and the volume of tonnage represents no firm of activity other than that at the docks themselves.

There is also a difference between the activities of an importing port such as London is primarily and an exporting port like New Orleans. New York, Hamburg and quite a number of the world's great ports combine both import and export trade in almost equal volume, but the majority of ports are almost wholly one or the other. There are other points wherein tonnage statistics are misleading, but these will sufficiently indicate the imperfect manner in which they measure the real activities of different ports. Elsewhere in this issue will be found an extended study of the port of New York, in which many aspects of that city's maritime activities are described and illustrated. Similar articles have been published in previous numbers regarding many of the greater seaports, and it is in detailed studies like these, rather than in comparative statistics, that the relative importance of different ports may be best indicated.

With regard to the refusal of certain sailors to sail cargoes on ships bound from Bombay to Japan, the Chief Officer of the P. and O. steamer *Nubia*, which arrived at Bombay, recently states that, shortly after passing the Russian fleet, the *Nubia* came across the *Clan Macintosh*, in port. The *Macintosh* was sold recently by the Clan Line to a native shipper of Bombay, and was on the outward voyage from Bombay to Japan with a full cargo of cotton. Her Captain was a P. and O. officer, who had been lent by his Company to command the ship for this voyage, for her new owner. He was quite aware that the Russians regarded his cargo as contraband, but in spite of this declared his intention of sailing the usual course, which meant following right in the wake of the Baltic ships. What mattered it if the Russians did see him? If they captured him they had no port to send him to and would have to keep him cruising about with them, which would be expensive in the way of coal. On the other hand, they would hardly dare to sink him. So the cotton proceeded on its way.

PUGET SOUND'S TRADE WITH THE FAR EAST.

AN ENORMOUS INCREASE OF EXPORTS.

A Seattle paper states that recent Customs statistics show that the export trade of Puget Sound is expanding to an extraordinary extent, the exports for the first seven months of the fiscal year which ended in March 1905 being equal to the entire exports for the fiscal year ending with June 30, 1904. During the first month of the calendar year one-half of the entire amount of American exports to Japan were from the port of Puget Sound. Forty-six per cent. of the entire American exports to China, Japan and Hongkong were from the port of Puget Sound. Moreover, the whole amount of the export trade of the country to Asia is rapidly increasing. The gain from Puget Sound does not represent loss in business from other ports, so much as it does new business through this port. The trade of the United States with Asia has been gradually shifting from the Atlantic to the Pacific, and from the Southern to the Northern routes. Puget Sound has now become established as the port through which the bulk of the country's exports to Asia are passing; and as the trade expands, the exports from this port will expand in rather greater proportion. It is the cheapest point of departure for Oriental trade, and naturally trade will come this way, instead of taking a longer and more expensive route.

The tonnage clearing from Puget Sound affords another indication of the growth of the export trade. Puget Sound has now become the fifth port of the country in total volume of tonnage clearing in the foreign trade for the seven months; and when the new Great Northern steamship line is in full operation, it will take the fourth place from Philadelphia, which now leads it slightly. It remains, as it has for some years, the first American port in volume of American sail tonnage; the second in volume of American steam tonnage; and third in total volume of sail tonnage of all nationalities. It is a comparatively brief period, to pass New York to the total volume of American steam tonnage engaged in its foreign

trade, as it is but a short distance behind now. In the proportion which American tonnage bears to the whole volume of tonnage engaged in its foreign trade, Puget Sound stands in a class by itself, no other American port approaching anywhere near it. Of the 805,151 tons clearing foreign for the seven months ending with January, 555,710 tons was American. Less than one-tenth of the tonnage clearing from Atlantic ports during the same time was American. From the entire fifty ports on the Atlantic seaboard, the whole volume of American tonnage clearing in the foreign trade was but twice as large as that clearing from Puget Sound alone.

PORT OF CRIMPS ON THE PACIFIC.

"Crimping" is a word that most people suppose has become obsolete with the advent of steam navigation, but only the other day it was brought before the public in connection with a bill in the Canadian parliament. This bill was introduced by Hon. Mr. Prefontaine to amend a measure brought down earlier in the session concerning the Seaman's Act. The earlier bill, it was said, tended to legalize the practice of crimping, and the second was designed to meet this objection. Memories of the notorious "press gang" and its place in the history and the literature of an earlier generation flash through the mind at the word. To find that not only the term but the thing itself exists to-day will shock many people, and they will be well pleased to learn that it has been in the power of parliament to interfere with its operation. In any Canadian port, says the Mail and Empire.

To see crimping at its worst in modern times we must visit San Francisco. Readers of "The Sea Wolf" catch a glimpse of the whole disreputable, outrageous business in the opening chapters of this notable work. The case there described is one of "Shanghaiing," a variety of the practice. "Shanghaiing" is the name of the specific deed; crimping is the business which makes it necessary. The crimp, properly so called, is usually a sailor's boarding-house keeper in a seaport town, who may be the legitimate middleman between the seaman and the shipmaster who employs him. In reality the crimp is a decoy who induces seamen to desert from one ship to sign on another, and who often renders his patrons unconscious by means of drugs, and then hands them over to some short-handed master, who is glad to pay him for his pains. In San Francisco this business has assumed alarming proportions, and has been well described in a book entitled "British Merchant Seamen in San Francisco."

THE CRIMP IS WELL PAID.

The foundation of the crimp's business lies in the fact that by a rule of this port every sailor who is shipped on a long voyage from San Francisco through boarding masters, etc., has to leave behind him two months' wages. This is paid by the ship to the boarding master in advance, and is supposed to pay for the lodging bill of the sailor ashore. Theoretically the crimp deducts what the sailor owes him and hands back the change. Practically there never is any change. This rule was undoubtedly intended to prevent benevolent and openhearted boarding-house keepers from being defrauded by the crafty and unscrupulous sailor. It is a fact that often sailors out of work can stay for weeks with the crimp, and that the institution is thus a benefit to them in isolated cases. But the best of these gentry cannot plead not guilty to the charge that they strive every effort to make a sailor desert. If there were no desertions there would be no crimping.

WHEN A SHIP MAKES PORT.

From the book mentioned the following passage is quoted: "In busy times, when shipping is brisk and men are scarce on shore, seamen are frequently lured off inward-bound vessels, just come in from a four or five months' voyage, kept in a maudlin condition for twenty-four hours, and then put on board some vessel homeward bound. As these men if they are only on shore one day, leave their B behind, it is easy for any one to understand the zest with which the crimps and boarding masters, warmly seconded by the shipping agents, pursue their avowed calling of getting men to desert if it can be by any means in their power be accomplished.

Sailors naturally arrive before a great city, after months at sea, in an excitable and impressionable frame of mind. The ship is anchored a half mile from the shore. She may be there for three weeks before coming alongside the wharves to discharge her cargo. They cannot get ashore in that time, and they know that when they do get there very scanty pocket money will be allotted to them for their enjoyment."

THE POWERS OF THE CRIMP.

It is at this psychological moment that the crimps arrive. They pull boldly out to the ship, and board her with confidence. Every one on board knows what they are after. A captain might, if he chose, throw them overboard. The men could tar and feather them. But the crimp knows his influence, and is undaunted. Most captains fear to excite the ill-will of these ruffians, because, though to-day he may be losing a crew through their exertions, to-morrow he may be dependent on them to secure him one. Moreover, as the sailor who deserts forfeits all the wages due to him, it might be to the captain's interest to let the men go. It often happens that crews of two ships desert on the same day, and that when No. 1 ship sails, she carries the crew of No. 2 with her while No. 2 ship has the No. 1 crew. Thus the crimp simply causes the men to exchange ships, and receives \$10 for each sailor thus transferred.

A GOOD TIME ASHORE.

The men themselves are mad to get ashore and enjoy themselves. The crimp passes liquor around, and discourses eloquently on the good time they may have in the city, or he may dilate on the scarcity of men in San Francisco, and the moral certainty of each deserter, after his spree, finding far better employment than that which he is leaving. It is not often that the chain falls to work, and so the men pack their bags and go ashore. There is the "good time" ashore, and then perhaps the first sober breath the crimp's victim draws is on a whaler outward bound.—E.

NEW GLYN LINER.

IN PORT.

The *Glenstrae* arrived here on Monday from London, which she left on her maiden trip last month in charge of Capt. McGillivray. She brought a general cargo, the local agents being Messrs. McGregor Bros. and Gow. She was built at Hebburn by Messrs. R. and W. Hawthorn, Leslie & Co., for the Glen line of steamers and was recently taken to sea for her seaming trials. The vessel proved herself thoroughly satisfactory in all respects, and with the engines working smoothly proceeded to Middlesbrough to load her first cargo. The dimensions of the boat are 400 by 49 by 31 ft., and she has been built under the survey of the British Corporation to their highest class. The Wallsend Slipway and Engineering Company are the builders of the machinery, which consist of triple-expansion engines, the steam being supplied by four large boilers working at 180 lb pressure.

THE NEUTRALITY OF SHANGHAI.

If there is any truth in the rumours which have been current for some time past, and we believe they have a foundation in fact, it would appear that Shanghai is being used by one of the belligerents as a base for supplies if not for the actual hostile acts. Statements have been persistently made that several of the steamers which recently changed ownership and flags have been really acquired by the Russian authorities, although the nominal owners are of other nationalities, and indeed, although, of course, proof of this assertion is wanting, the matter is practically one of common knowledge. These steamers are mostly being loaded with coal and are being cleared for southern ports but their real destination is believed to be the Russian Fleet, wherever it may happen to be. Several steamers, however, which are regarded as being suspicious, have left the port light, and if these steamers are really Russian owned it is difficult to understand what their mission can be. It might be thought that an empty merchantman would be of little use to Admiral Rozhdestvensky. Small war vessels have been ordered to the object these steamers have in view in leaving Shanghai without cargo, but the one most currently credited is that they have been sent out to endeavour to discover the secret which has been so well maintained by the Japanese, the whereabouts of Admiral Togo's fleet, although we understand one steamer is suspected of having a more sinister design, namely, to cut the Japanese cables to the south of Japan and between Formosa and the mainland. It is probable that the more sensational of these rumours are the mere wild conjectures of sensation mongers, and we hardly think it likely that any merchant steamer flying a neutral flag would take the enormous risk involved in such an act as cable-cutting, as if caught by the Japanese they would in all likelihood be summarily dealt with. Even scouting would involve a charge of spying and might be punished with the death penalty, therefore we think that it is unlikely many neutrals could be found to take the risk, even for the liberal rewards which are mentioned. The coal carriers, however, are in a different position, and it is not improbable that some of these steamers are really intended to supply the Baltic Fleet with that necessity. The fact that Cardiff coal should be shipped in bags from Shanghai for southern ports is in itself not without some suspicion. Singapore and Hongkong are much nearer the source of supply than Shanghai but these ports will not permit suspicious shipments to be made.

Whatever truth there may be in these rumours, it behoves the authorities in Shanghai, both Customs and Consular, as well as the Taotai, to take every precaution to prevent this port being made a base of any sort by either of the belligerents. If it should transpire that the neutrality of Shanghai is little better than a myth, the consequences might be serious for the future of the port. The class of persons who are engaged in this trade are not the established merchants of the port, but adventurers whose only interest is to acquire wealth quickly. Are the old established firms in Shanghai engaged in legitimate business to stand quietly by while their trade is being endangered by persons who have no interest in the port? All the best interests of Shanghai are that it should be kept well outside the war zone, but if, as is asserted, a large contraband trade is being carried on almost openly from the port, the belligerent which finds itself injured thereby may practically blockade the port, or take some other drastic step to safeguard its interests, with ruinous results for the port. It is therefore in the interest of legitimate traders that all the authorities should be called upon to take every step to ensure that Shanghai shall be strictly neutral. We understand that Messrs. Chow Fu has given orders that all suspicious vessels shall be detained, and as China will probably be called on to pay if any breach of neutrality occurs, the Chinese are perhaps the most interested, but Shanghai is an international port, and the commerce of every neutral nation is involved, more especially the great trading countries. The persons who are credited with being engaged in this contraband business are mostly natives of countries which have little trading interests to injure, and therefore there is the greater reason why the representatives of those whose interests are threatened should take action.—*Mercury*.

COMMERCIAL.

GIVEN QUOTATIONS.

Today's quotations are as follows:—
Malaya New @ 1.140
" Old @ 1.180
" Older @ 1.230/1.260
" Oldest @ 1.340
Patna New @ 1.112
Patna Old @ 1.080
Patna Oldest @ 1.040

To-day's Advertisement.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"ZIETEN"

Capt. von Binzer, will leave for the above places TO-MORROW (THURSDAY), the 25th inst., at 9 A.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 24th May, 1905.

To-day's Advertisements.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship

"MONMOUTHSHIRE"

will be despatched for the above Ports, TO-MORROW, the 25th instant, at Noon. For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents "Shire" Line.

Hongkong, 24th May, 1905.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings on SATURDAY, the 3rd of June, at Noon, in accordance with Article 101 of the Company's Articles of Association for the purpose of considering the desirability of the dissolution of the Company and for the purpose of passing the following Resolutions, viz:—

1. That it is desirable that the Company may be dissolved and that it be wound up voluntarily.
2. That the General Managers be and they are hereby appointed Liquidators.
3. That the Liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the "PEAK TRAMWAYS COMPANY, LIMITED" with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company.
4. That the Liquidators be empowered to sell to the "PEAK TRAMWAYS COMPANY, LIMITED" the undertaking of this Company, at the price of \$200 per share either in cash or shares of the "PEAK TRAMWAYS COMPANY, LIMITED" at the option of Shareholders of this Company and to enter into all necessary agreements to that effect.

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation as special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated 22nd May, 1905.

JOHN D. HUMPHREYS & SON, General Managers.

CANTON CUSTOMS.

LOCAL NOTICE TO MARINERS.

No. 73.

TAISHIEK BARRIER.

NOTICE is hereby given that two BEACONS will shortly be placed to mark the Northern edge of the Channel now being dredged across the TAISHIEK BARRIER. As soon as this work has been cleared to a depth of 10 feet at Low Water of Spring Tides, the dredger will commence work in the channel now used by shipping, and vessels will then be required to use the new channel; which will be marked as follows:—

Two Beacons each bearing a Red shape and showing a Red light by night will mark the Northern edge of the channel.

Two Beacons, each bearing a Black shape and showing a Green light by night will mark the Southern edge of the channel.

Vessels will know that the old channel across the Taishiek Barrier is closed to them when they see that the dredger is at work there, and that the shapes have been removed from the Beacons marking the newly dredged channel.

Vessels are required to go at slow speed when approaching the Barrier and to take every precaution.

J. HOWELL MAY, Harbour Master.

Approved: F. J. MAYERS, Acting Commissioner of Customs.

Custom House, Canton, 22nd May, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 29th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 22nd May, 1905.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 o'clock THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 30th instant, at 9.30 A.M.

All Claims must reach us before the 5th of June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 24th May, 1905.

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS

MUSIC AND MUSICAL

INSTRUMENTS

PRIOR TO REMOVAL.

GUARANTEED NEW INSTRUMENTS

BY ANY ENGLISH MAKER

WILL BE SUPPLIED AT LONDON PRICES.

We supply Superior value to any thing to be had in the Colony.

in Tone, Price, and Appearance

in First-class German Makes,

tested 30 years by us.

Metzler ... \$350 formerly \$ 475

Ployel ... 425 .. 650

Collard ... 500 .. 700

Do Grands ... 950 .. 1,400

Do ... 425 .. 650

Allison ... 430 .. 650

Rachals ... 575 .. 750

Winkelmann ... 625 .. 750

Hanko ... 525 .. 650

Krauss ... 585 .. 650

Own Make ... 300 .. 450

Hopkinson ... 600 .. 700

Brinsmead ... 400 .. 750

Kirkman \$825

Ployel 280

Collard Grand 300

Lunau 150

Pianolas ... 400 to \$550

Do ... 285 .. 360

Pianola Rolls 25% discount.

These instruments are GUARANTEED

for the Climate.

Hongkong, 16th May, 1905.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the NORTHERN PACIFIC RAILWAY, FROM SEAT-STEAMSHIP AND TOWNSHIP CARS, OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th March, 1905.



THE POPULAR

SCOTCH

IS

"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUZ
GLASGOW AND LIVERPOOL	"HYSON"	24th May.
GLASGOW AND LIVERPOOL	"GLAUCUS"	28th May.
GLASGOW AND LIVERPOOL	"FOXON HALL"	18th June.
GLASGOW AND LIVERPOOL	"VANSTZIE"	18th June.
GLASGOW AND LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW AND LIVERPOOL	"AJAX"	25th June.
GLASGOW AND LIVERPOOL	"IDJEMENEUS"	2nd July.
GLASGOW AND LIVERPOOL	"STENTOR"	9th July.

S.S. "Hyson" left Singapore at noon on the 19th inst., and may be expected to arrive here about 24th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	6th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDJEMENEUS"	15th August.
GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	21st June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHANGSHA"	25th May.
LOILOI	"SUNGRIANG"	26th "
SHANGHAI	"PAOTING"	26th "
CEBU and LOILOI	"WUHU"	27th "
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"KANSU"	30th "
MANILA	"TEAN"	30th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"CHANGSHA"	9th June.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th May, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th May, at Noon.
RUBI	2540	A. H. Noley	"	SATURDAY, 3rd June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd May, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"NORDPOL"	31st June.
"INDRAWADI"	15th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 20th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schuldt	May 31st, 1905.
"NICOMEDIA"	4,370	Wagner	June 26th, "
"NUMANTIA"	4,370	Bremer	July 16th, "
"ARABIA"	4,483	Meitzenh.	August 6th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

A. I. AN. CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
—From 1st January, 1901.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN

"KWONG TUNG" 1,238 H. W. WALKER

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 26th May, 4 P.M.
SHANGHAI via NINGPO	"AMARA"	SATURDAY, 27th May, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"LAISANG"	TUESDAY, 30th May, 3 P.M.
TIENTSIN via CHEFOO	"ESANG"	FRIDAY, 2nd June, 3 P.M.
S'GAPORE, SRABAYA & SAMARANG	"HINSANG"	FRIDAY, 2nd June, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

f Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 23rd May, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS she makes an EXCURSION
TRIP to MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line, and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00
Second " " " " 1.50First class single journey (to Macao 1.00
with Cabin 2.00
" " " " (to Macao 2.00
with Cabin 3.00Second " single " 80 Cents.
" " return " \$1.50Third " single " 30 "
" " return " 50 "Breakfast, Tiffin or Dinner \$1 each only.
Wine and Spirit of the best brand are used.The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Persuance."For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or toMessrs. WENDT & CO., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the
above Ports, on SATURDAY, the 10th June,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is lit throughout with
the Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th May, 1905.

Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"H. O. N. A. M.,"

2,363 tons.

Captain H. D. Jones, will make a special trip
EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao
about Noon.From Macao from 4 P.M. to 7 P.M. to suit tide,
arriving at Hongkong about 3 hours after
departure.

FARES:

First Class, Single \$1.....Return \$4
Second Class, Single \$1.....Return \$2
Children under 12 half-price.Tickets may be obtained at the Office of the
Company, 18, Bank Buildings, Queen's Road
Central (opposite the Hongkong Hotel), or on
board the Steamer.No CHRS will be accepted, and Servant's
Passages must be paid for.T. ARNOLD,
Secretary.

Hongkong, 15th May, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" 31st May, 1905.

"MONTROSE" 20th June, "

"ST. HUGO" 15th July, "

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 19th May, 1905.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 19th May, 200 cts. per \$ Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 18

" Steak—Ngau Yuk Pa 20

" Serjion—Ngau Lam 20

" Sausages—Ngau Yuk Chung 25

Bullock's Brains— " Know 10

" Tongue fresh—Ngau Li 50

" " corned—Ham Ngau Li 60

" Head—Ngau Tau 60

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Kerk 8

" Kidneys—Ngau Yiu 11

" Tail—Ngau Mei 18

" Liver—Ngau Con 13

" Tripe (undressed)—Ngau To 6

Calves' Head and Feet—Ngau-chai-
tai-keok 80

Mutton Chop—Yeung Fai Kwat 25

" Leg—Yeung Pei 26

" Shoulder—Yeung Shau 23

Pigs' Chittlings—Chi cheong 22

" Brains—Chi Know 12

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Sum 16

" Heart—Chi Sum 8

" Kidneys—Chi Yiu 25

" Liver—Chi Kon 21

Pork, Chop—Chi Pai Kwat 21

" Corned—Ham Chu Yuk 22

" Leg—Chu Pei 16

" Fat or Lard—Chu Yau 16

Sheep's Head and Feet—Yeung Tau

Keok 55

" Heart—Yeung Sum 6

" Kidneys—Yeung Yiu 15

" Liver—Yeung Con 24

Sucking Pigs, To Order—Chu Chai 16

Suet, Beef—Sang Ngau Yau 22

" Mutton—Sang Yeung Yau 16

Veal—Ngau Chai Yuk 18

" Sausages—Ngau Chai Yuk Tong 15

POULTRY.

Chicken—Kai Chai 32

Capons, Large, Small—Sin Kai 30

Ducks—Ap 24

Doves—Pan Kau 18

Eggs, Hen—Kai Tan 18

Fowls, Canton—Kai 18

" Hainan—Hoi Nam Kai 18

Geese—Ngo 20

Geese, Wild Shanghai—Sheung Hoi Ye

Ngo 18

Musk Deer—Wong Keng 5

Hare—Tu Chai 18

Partridge—Che Khoo 18

Pheasant—Shan Kai 18

Pigeons, Canton—Pak Kup 27

" Hoihow—Hoihow Pak Kup 24

Quail—Um Chuan 20

Rice Birds—Wo Fa Cheuk 22

Snipe—Sa Chok 22

Turkeys, Cook—Fo Kai Kung 55

" Hen " Na 44

Wild Ducks, Shanghai, Sai-ap 75

Teal, Shanghai, Sai Ap Chai 75

Wild Ducks Canton—Sang Shing Si

Ap 24

FISH.

Barbel—Ka Yu 13

Bream—Bin Yu 12

Canton Fresh Water Fish—Hoi Sin Yu 13

Carp—Li Yu 14

Catfish—Chik Yu 10

Codfish—Mun Yu 12

Crabs—Hai 13

Cuttle Fish—Muk Yu 13

Dab—Sa Mang Yu 11

Dace—Wong Mei Lun 10

Dog Fish—Tit Tu Sa 8

Eels, Congor—Hai Man Yu 13

" Fresh water—Tam Sui Yu 24

" Yellow—Wong Sin 28

Frogs—Tien Kai 31

Garoupa—Sek Pan 60

Gudgeon—Pak Kip Yu 11

Herrings—Tao Pak 16

Halibut—Cheung Kwan Yu 16

Labrus—Wong Fa Yu 14

Loach—Wai Yu 14

Lobsters—Lung Ha 18

Mackerel—Chi Yu 13

Monk Fish—Mon Yu 24

Mullet—Chai Yu 24

Oysters—Sang Hoo 20

Parrotfish—Kai Kung Yu 16

Perch—

On Tuesday, April 4, a representative of Iron and Steel Trades Journal, the industry's

ORIGIN OF NAMES OF
ANIMALS.

Squirrel has a poetic origin in the Greek language, its original meaning being shadowy. Tiger is far more intricate. The old Persian word *tir* meant arrow, while *tighra* signified sharp. The application to this great animal was in allusion to the swiftness with which the tiger leaps upon its prey.—*Outing*.

Macquaire, Br. a.s., 2,073, St. John George, 25th April.—Mojl 21st April, Coal—G., L. & Co.

estace, Bert. O. L.
eriot, R.M.L.L., Capt. Stevenson, Lt.-Comdr.
and Mrs. Mackay and Mrs.
cCrae, D. Watson, Mr. and Mrs.
itchell, Mr. W. H.

* Flagship of Vice-Admiral Bayle, Commandant of the 1st Division.
† Flagship of Rear-Admiral de Figue de I.

123	7	500	Lieut. Brugnion
er-in-Chief. quires, Second-in-Command.			

Canton

ginseng	...	...	...	silver gunboat	...	...	...	253	7	500	Lieut. Bruggen	...	...	...	...	Canton
---------	-----	-----	-----	----------------	-----	-----	-----	-----	---	-----	----------------	-----	-----	-----	-----	--------

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.
 * Flagship of Rear-Admiral de l'Esque de Joazeiro, Second-in-Command.

ginseng	...	...	...	silver gunboat	...	...	...	253	7	500	Lieut. Bruggen	...	...	...	...	Canton
---------	-----	-----	-----	----------------	-----	-----	-----	-----	---	-----	----------------	-----	-----	-----	-----	--------

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.
 * Flagship of Rear-Admiral de l'Esque de Joazeiro, Second-in-Command.

